

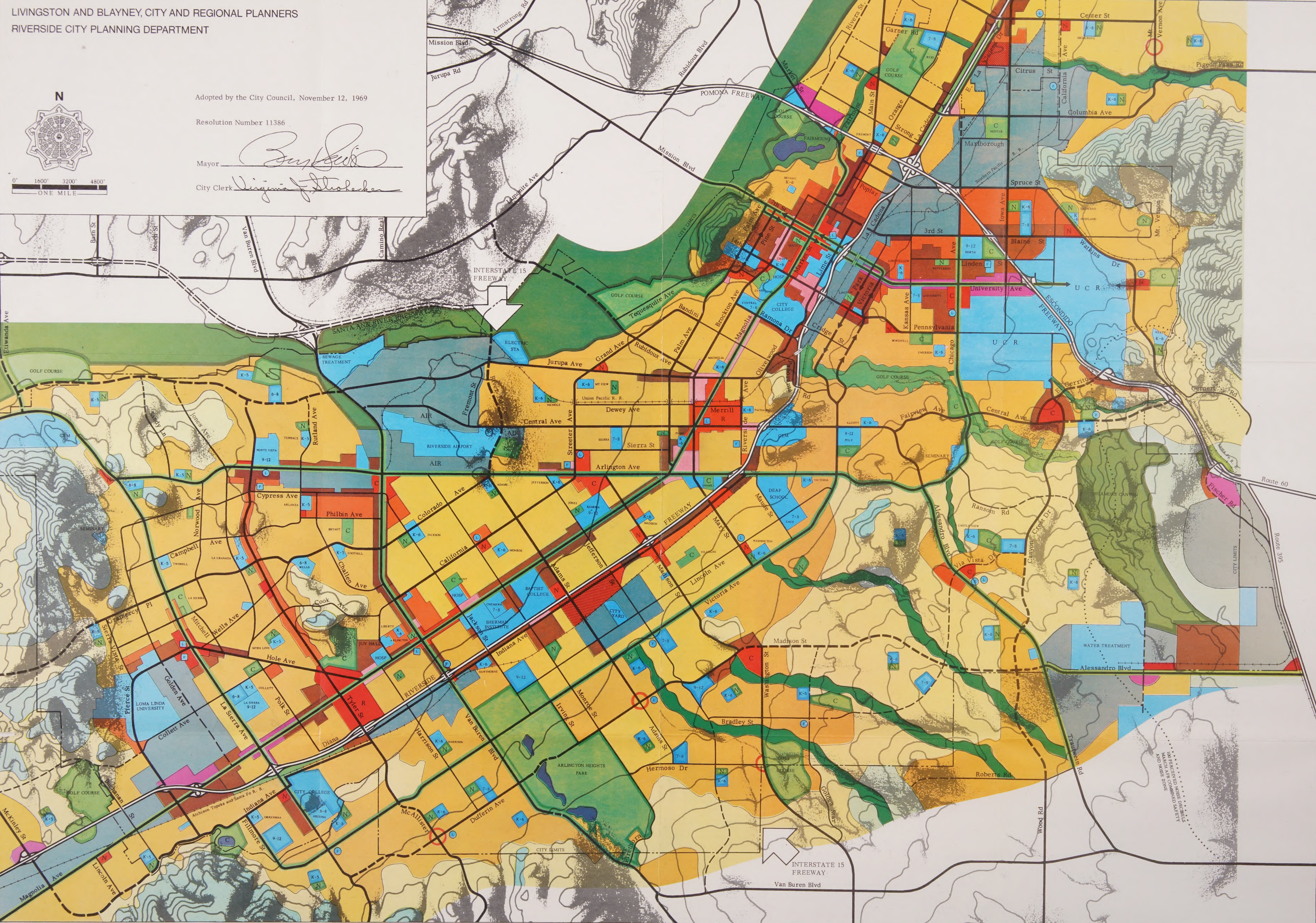
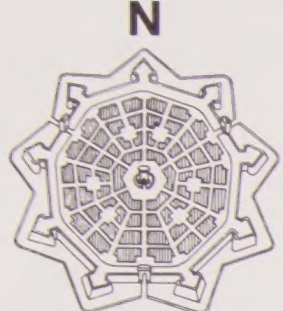
Adopted by the City Council, November 12, 1969

Resolution Number 11386

Mayor

City Clerk

Virginia Strohecker

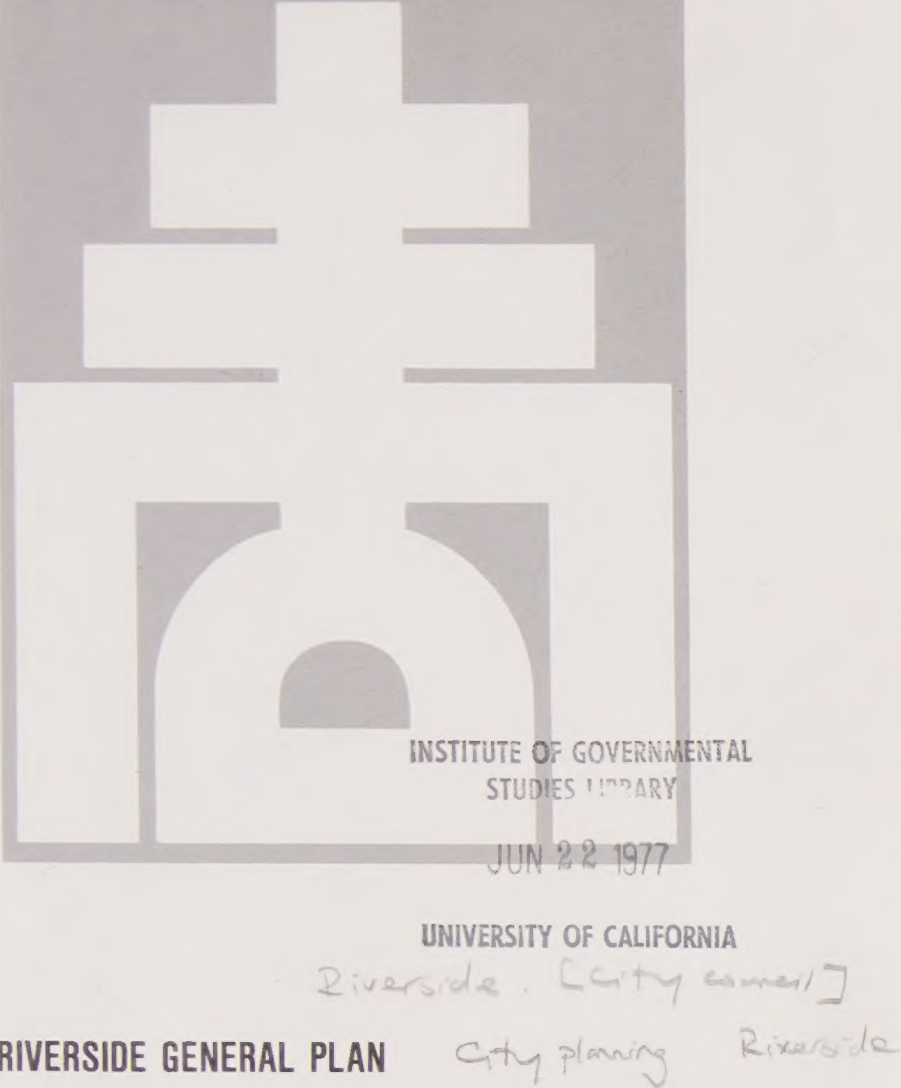


RESIDENTIAL	COMMERCIAL	INDUSTRIAL	COMMUNITY FACILITIES	TRAFFICWAYS
LOW DENSITY MEDIUM LOW DENSITY MEDIUM HIGH DENSITY HIGH DENSITY	OFFICES (ONLY) RETAIL BUSINESS AND OFFICES NEIGHBORHOOD SHOPPING CENTERS VISITOR COMMERCIAL AUTOMOTIVE SERVICE COMMERCIAL	HIGH DENSITY INDUSTRY AIR INDUSTRY OPEN SPACE	EXISTING PROPOSED LOCAL PARKS AND GOLF COURSES REGIONAL PARKS NATURAL ARROYO AREAS SCHOOLS (GRADES) LARGE PUBLIC AND INSTITUTIONAL USES FIRE STATIONS (F) LIBRARIES (L)	SOLID LINE DASHED LINE THICK DASHED LINE THIN DASHED LINE RAILROAD
Single family houses on large lots or on slopes 15-30 per cent. Range: Up to 2.2 units per gross acre. Average: 1.7 units per gross acre.	Downtown, regional shopping centers (R); community shopping centers (C); neighborhood shopping centers (N); and other groups of stores.	Average: 14 employees per gross acre. Air-related offices and industry	Community parks (C), neighborhood parks (N).	(solid lines indicate existing or adopted alignments)
Predominantly single family houses on slopes under 15 per cent. Apartments at selected locations occupying less than 2 per cent of area. Range: 2.6 to 4.0 units per gross acre. Average: 3.2 units per gross acre.	One corner of intersection.			
Predominantly low density apartments or apartments mixed with single family houses. Average: 9 units per gross acre.	Concentration of motels and restaurants.			
Apartments. Average: 20 units per gross acre.	Concentration of motor vehicle sales and service.			
	Mixed commercial strips.	Typical slope over 30 per cent; watershed and flood control areas.		

CITY OF RIVERSIDE GENERAL PLAN: 1990

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RIVERSIDE: 1990



RIVERSIDE GENERAL PLAN

The General Plan consists of four parts: the Riverside Planning Area General Plan, the City of Riverside General Plan, the City of Riverside 10-Year Improvements Plan, and the Circulation and Transportation Element-Planned Street Lines Map. The Planning Area General Plan covers the 204 square miles bounded by the County line on the north, the Box Springs Mountains and March Air Force Base on the east, the Gavilan Hills on the south, and a line running along the crest of the Norco Hills on the west. The City General Plan, the 10-Year Improvements Plan, and the Circulation and Transportation Element cover the 80 square miles within the present City limits and Highgrove. The 3 square miles in Sycamore Annexation Number One (accomplished) and Number Two (pending) were added to the Plan during hearings. While the planning area plan is less detailed than the City plan, both general plans depict patterns of land use, trafficways, and community facilities in the year 1990. The Improvements Plan shows streets, parks, and public building sites to be acquired and/or improved in the 10 years following adoption of the Plan, and projects to be deferred until later in the planning period. The Circulation and Transportation Element-Planned Street Lines map shows future right-of-way widths for major and secondary streets. The summary text and General Plan drawing on this sheet have been adopted by the City Council as the official development policy of the City. A report describing the plans in greater detail and including statistical data, cost estimates, and recommendations for carrying out the General Plan has also been published.

NATURE OF THE GENERAL PLAN

The General Plan is based on the studies of existing conditions, growth, projections, and community goals described in Riverside: 1966, The View Ahead/Part I, the projections of needs for each type of land use and community facility contained in Part II, and traffic studies conducted with the assistance of the State Division of Highways. During the period of Riverside's emergence as a large city, the sum of development decisions should enhance its identity and its image as a quality city, while preserving the diversity appropriate to a pluralistic society. The functions of the General Plan are:

1. To enable the community, speaking through the City Planning Commission and the City Council, to agree on long and short range development policies.
2. To provide a basis for judging whether private development proposals and public projects are in harmony with the policies.
3. To provide, through the priorities established by the 10-Year Improvements Plan, a vehicle for decisions on the "standard of living" that Riverside can afford.

Because the General Plan looks ahead to 1990 when Riverside will be an urban area of the half million class, it is inevitable that the Plan will undergo many changes. The City Council has determined that the Plan will be reviewed annually, early in the year prior to Capital Improvement Program review, and will be reviewed in detail every five years. If it is to be of value, each proposed change must be measured against the community's goals, and every change should leave the Plan a complete and current statement of Riverside's development policies.

Unlike a zoning ordinance, a general plan does not legally control the use of land. Hearings will be held on a revised zoning ordinance and zoning map based on the General Plan now that the Plan has been adopted. However, the new zoning map will not show the same pattern of uses as the General Plan. Zoning must reflect the present land use pattern quite closely. Gradually over the years, the zoning map will be brought into closer conformity with the General Plan, but there always will be major differences because the Plan reflects long-range as well as short-range goals.

GOALS FOR RIVERSIDE

A plan for a safe, convenient, and attractive city is not enough for a community of Riverside's calibre. The General Plan should be evaluated in terms of its success in reaching toward four goals:

Community Identity. As Riverside is engulfed by the urban tide its identity will depend increasingly on deliberate efforts to create visual points of reference, both within the community and on its boundaries. Another aspect of community identity is considered in the statement of the Riverside 2000 Committee,

"How Big

The City of Riverside will heed the dictum of natural biological systems, and set the example for Southern California by establishing reasonable limits for growth, both to physical size and density. This should be accomplished with total regional coordination for establishing urban definition space to control the flow of urbanization."

Equality of Opportunity. The Plan cannot remedy all social inequities, but every proposal should be evaluated with an awareness of the urgency of bringing disadvantaged minorities into the mainstream of American city life.

Quality. Today Riverside has many examples of quality development, both public and private. A community consensus must be developed if the city is to make the investments and adopt the regulations that are essential prerequisites of maintaining quality. Quality will not necessarily create community identity but it can help. Pursuit of quality need not divert attention from the needs of the disadvantaged. Both goals are susceptible of attainment.

Regional Orientation. Recognizing that city planning which does not heed the fact that we are part of a cohesive nine-county region is inadequate, the City of Riverside will endeavor to relate its planning programs to the regional concept, and will challenge the balance of the nine-county region to join in a concerted effort to bring existing trends to a halt and set forth on a program that will liberate us from our present confusion.

CITY PLAN AND PLANNING AREA PLAN

Although only half the land covered by the City General Plan is urbanized, the pattern is sufficiently established to warrant quite specific plan proposals and a related program of public improvements. For the larger Riverside planning area, almost three times the size of the present city and only 28 per cent urban, much greater generality is appropriate. Consequently the Planning Area General Plan is drawn at a smaller scale and does not locate elementary schools, neighborhood parks, fire stations, libraries, or secondary thoroughfares. It groups the medium high and the medium low residential densities together as "medium density". One category of commercial use is indicated instead of four as on the City General Plan.

The Plans are designed to accommodate the following population estimates for Riverside and its environs:

	Population		
	1969	1975-78	1990
City of Riverside Plan Area	135,500	210,000	362,000
Remainder of Planning Area	38,400	70,000	238,000
Riverside Planning Area Total	173,900	280,000	600,000

Although Riverside, like other areas, is now in a period of slow growth, these projections are based on long-range trends, so that their value as corollaries to the General Plan will not be impaired.

LAND USE

The City will explore all possible means to bring into being the use of flexible zoning practices that will provide a variety of compatible land uses for the total City through planned residential development, density zoning, cluster planning, etc. Roadways and utility lines should follow the natural contours of the land and densities and dwelling types should be allowed to fluctuate and integrate the natural beauty of the City with man's contributions. Open spaces created by cluster development will be integrated with the public open space network to bring neighborhood parks and schools into the total community network. Every means will be sought to bring this concept into the older developed portions of the City.

RESIDENTIAL AREAS

Public decisions on densities do much to determine the character of residential neighborhoods and set the cost of housing, thus determining the social characteristics of the occupants and the rate of development. The General Plan designates areas for housing in scale with the needs and probable financial capabilities of Riverside's future population as projected in Report 1.

Four broad density categories will serve as a framework for zoning and subdivision regulations and for measuring the impact of development on community facilities needs. Within each category the assumed density in a specific area depends on the character of the land and of existing development. The assigned densities represent "saturation" for single-family houses. In the City plan area an average of 91 per cent of "saturation" is expected to be attained by 1990, but the remainder of the planning area will average only 48 per cent development. In apartment areas it is assumed that the densities indicated on the Plan will be reached by 1990, but that not all high density and medium high density land will be developed to the maximum permitted by zoning. Apartment densities in some small areas may exceed those shown on the Plan.

High Density residential area allocation is based on the assumptions of Reports I and II on proportions and distribution of multi-family dwellings. In 1990, 64 per cent of all apartments are expected to fall in the high density category, averaging 20 units per gross residential acre (lot and street area). Forty per cent are in central locations (downtown, East Side, and Magnolia Center), where they will replace old houses. A quarter are located near the colleges, principally U.C.R. Twenty per cent are on major thoroughfares such as Magnolia and Arlington, where they are extensions of the existing patterns. The remaining high density multi-family units are in outlying locations generally adjoining shopping centers. High-rise apartments are included under this heading, but few are expected to be built in Riverside during the planning period.

Medium High Density, at an average of nine units per gross acre, will result from various mixtures of low density apartments (2,500 square feet of site area per unit or more), high density apartments, and single-family houses. Thirty-five per cent of all apartments are expected to be located in these areas. A portion of the University area is being built to this density now. During the next 25 years parts of the East Side and Arlanza areas will be in transition from older single-family residential neighborhoods to new apartments.

Medium Low Density comprises about two-thirds of all land proposed for residential use on the City General Plan. Single-family houses on slopes less than 15 per cent will occupy 98 per cent of the medium low density residential land and will account for 95 per cent of the units. Within these large expanses there will be suitable locations for apartments in small clusters that will not adversely affect the family-oriented character of the neighborhoods. Locations cannot be shown on the Plan because in most instances their suitability will depend on individual neighborhood design. As an illustration, an elementary school service area of 500 acres might include 10 acres of multi-family dwellings. Within the medium low density residential areas, densities range between 2.6 and 4.0 units per gross acre (average 3.2 units), depending on land slope, lot size minimum requirements (6,000 to 8,000 square feet), and subdivision design.

Low Density consists of single-family houses on slopes of 15 to 30 per cent and in other areas where a large lot pattern (12,500 square feet or more) has been established and is expected to be maintained. Densities will range up to 2.2 units per gross acre with an average of 1.7 units. About 10 per cent of the 1990 population will be accommodated in these areas.

COMMERCIAL AREAS

Retail Business and Offices will occupy about 1,300 gross acres in the City plan area, about three-quarters of which will be in shopping centers. Downtown will have a concentration of retail stores and business services supported mainly by office development there and apartment development nearby. Private office and government employment downtown is projected at 16,000 in 1990, compared with about 5,000 now. Magnolia Center, Riverside's principal retail center, can expand by 40 per cent without extending beyond the area already committed to commercial use. Adjoining stable residential neighborhoods should be protected from invasion by commercial development and resulting heavy traffic. Office employment in Magnolia Center is expected to increase from 1,400 jobs to 3,600. A new regional shopping center probably will be open within the next 12 to 18 months on the site at Tyler and Magnolia where major department stores already have announced their intent to build. Because this center will be developed at a time when the planning area's population can support the largest, most efficient stores, it is likely to become Riverside's highest volume retail center. Late in the 1980's retail sales potential will reach a level sufficient to support a fourth regional shopping center in the vicinity of Woodcrest.

In addition to the Arlington and La Sierra business districts, a future University business district and several large freestanding stores, there will be a market demand for 7 community shopping centers on 12 to 14 acre sites and 19 neighborhood shopping centers of 6 to 8 acres within the City plan area. At present there are 3 community and 9 neighborhood shopping centers. The Plan proposes four new community shopping centers, including expansion of the Lerner-Spiegel Center. Five proposed sites for neighborhood shopping centers are indicated on the City plan as being appropriately located at any one corner of designated intersections, with approval to be given to the developer who is ready to build first. Three neighbor-

hood centers are shown at specific locations and sites are shown on sites already zoned. Neighborhood shopping center sites are not shown on the planning area plan.

Visitor Commercial describes the cluster of motels, restaurants, and service stations that now predominates on University Avenue. The Plan proposes more of the same there, with better design standards, and adds new visitor commercial areas at five gateways to the City. The total area would be about 370 gross acres.

Automotive Commercial designates areas intended for this use only. Riverside's Auto Center already has gained a national reputation as the pioneer application of the shopping center concept to automobile sales and servicing. The Plan looks to the time when the planning area will support a total of about 150 acres including a second automotive center on Citrus Avenue west of Iowa Avenue.

Service Commercial is a catch-all category including almost every kind of commercial use that needs thoroughfare exposure or cannot afford shopping center rents. Such uses range all the way from fine furniture stores, through drive-in establishments, to repair garages and lumber yards. Many of these businesses tend to be somewhat unsightly and may not fit the desired Riverside image. But they are a necessary part of any modern city and the General Plan recognizes their need for prominent locations and provides space for them in scale with Riverside's projected growth. However, the Plan calls for continuing the City's successful policy of preventing the indiscriminate spread of commercial development along its major thoroughfares particularly those designated as special boulevards. The City plan area includes approximately 690 gross acres in commercial service use.

Outside the City plan area 1,145 gross acres are designated for commercial use without differentiation among the various types.

INDUSTRIAL AREAS

High Density Industry now occupies a quarter of the 2,000 net acres zoned for industry in the City, and employs 9,600 persons at an average of 17.5 per acre. The approximately 4,900 gross acres shown on the City plan results from the addition of two new industrial areas and expansion of several others. Most of a proposed 314 acre industrial park adjoining the new water treatment plant on Alessandro Boulevard is in the City plan area. Over 400 acres of flat to rolling industrial land was added with the Sycamore annexation during the course of the General Plan hearings. At Loma Linda University the Plan proposes 147 acres for industrial use, and extension of the nearby La Sierra industrial area north of Magnolia Avenue will add 320 acres in large ownerships. With another 2,040 acres outside the City plan area near the Riverside Raceway and in Pedley, Glen Avon, and Mira Loma, the total approaches 7,000 gross acres. By 1990 development of only one-half of the industrial land area would accommodate the projected 56,300 employees at 16 per net acre, leaving a reserve of nearly 100 per cent above anticipated need.

Low Density Industry, such as cement and concrete products manufacture, (average 4 employees per gross acre) will occupy 1,148 gross acres in the Crestmore area.

AIR Industry was added to the plan during Planning Commission hearings as the appropriate classification for properties surrounding the Municipal Airport. It would include certain office and commercial uses as well as high quality industries.

OPEN SPACE

Slopes steeper than 30 per cent will remain predominantly open during the next 25 years. Flood control retarding basins are designated as open space on the plan where park use is not proposed. Several of the arroyos in the City are shown as natural parks to indicate the commitment to investigate means of retaining them as both agents to define urbanization and to connect natural links of open space. Lake Mathews is shown as watershed because the current policy of the Metropolitan Water District is to prohibit recreational use in order to minimize the need for treatment of the water, and because the Perris Reservoir will fill much if not all of the need for water recreation until 1990. Open space is proposed near March Air Force Base to avoid development of areas subject to noise nuisance and safety hazards.

PUBLIC SCHOOLS

The Riverside Unified School District and the Alvorad Unified School District include all of the City plan area, but the full planning area includes small portions of four other districts. The General Plan assumes no major changes in school district boundaries.

Total potential enrollment in public schools was obtained by projecting population by age group and assuming that private schools will continue to enroll 10 per cent. Age of family, income, race, and type and age of housing are among the factors determining the ratio of students to housing units. Distribution of classroom space takes account of the much lower ratio of school children in older homes and apartments, compared with new tract homes. The Riverside Unified School District will need to increase its elementary school capacity from 14,190 students in 1968 to 32,500 in 1990 in the City plan area by building 19 new schools. The District has set desirable maximum enrollment in a K-6 grade school at 800 students, but temporary peaks that push enrollment to 1,000 are acceptable in a rapidly developing area. The District owns a vacant site on Dewey Avenue leaving 18 sites to be acquired in the City plan area.

Thirteen junior high schools are shown on the plan, based on an average enrollment of 1,150. The decision by the school district to convert high schools to a 9-12 grade system may cause a downward revision of this need. At present there are five schools, but it may prove desirable to eliminate University Heights Junior High and build a larger school near Blaine and Iowa to prevent racial imbalance. The District has acquired two well located sites, one in Canyon Crest and one on Dufferin Avenue near Harrison Street; five more junior high schools will be needed in the City plan area. The District also will need two new junior high schools south of the City plan area.

The Riverside District enrollment in grades 10-12 is projected at 13,730 in 1990, indicating a need for six high schools with 2,300 to 2,400 students each. There are three high schools at present, and the District owns a site on Lincoln Avenue and Jackson Street. The Plan proposes a fifth site at Jefferson Street and Dufferin Avenue, and the sixth school would be in Woodcrest south of the City plan area. Implementation of the 9-12 grade system will, of course, affect these proposals.

In the Alvorad District, comprising most of the City plan area west of the north-south portion of Van Buren Boulevard, the K-5, 6-8 and 9-12 grade system is used. Enrollment in grades K-5 is projected to increase from 4,600 in 1968 to 10,800 by 1990, requiring 8 new schools with an average of 690 students. Projected intermediate school enrollment is 4,800, requiring five schools with 360 students each. Two intermediate schools are in operation, and two additional sites have been purchased, leaving only one site north of Arlington Avenue to be added. Three high schools with 1,870 students each will accommodate the projected 1990 enrollment of 5,600. Norte Vista High School already has reached the maximum preferred size, and a second high school on La Sierra Avenue near Collett Avenue is now operating. The third site logically would be located south of the Riverside Freeway.

The Riverside planning area includes most of the Jurupa Unified School District and portions of the Val Verde Elementary, and Corona and Moreno Valley Unified School Districts. The Jurupa District uses the K-5, 6-8, 9-12 system and now has two intermediate schools and a high school. The General Plan locates three new intermediate schools and two new high schools. As in other districts outside the City plan area, elementary schools are not shown. By 1990 the population in the Corona District is expected to require one junior high school and a first stage high school campus in the planning area, assuming Temescal Canyon residents will attend school outside of the area. Moreno District students residing in the planning area would attend junior and senior high schools just east of the planning area boundary, and the Val Verde District (Perris Union High School District) would have two junior high schools and one high school in the southeastern corner of the planning area.

HIGHER EDUCATION

Riverside City College is shown expanded south to Ramona Drive, in accord with the college's current plan and land acquisition program. Ramona would be extended across Olivewood Avenue, connecting with on and off ramps for southbound freeway traffic. Enrollment projections indicate that development of the Arlington campus should begin by 1972.

University of California at Riverside enrollment is projected to 10,000 students by 1975 and to a 25,000 maximum by 1990, making it necessary to revise both the current academic plan and physical plan. The new long-range development plan will call for academic facilities south of the freeway because of space limitations on the north side. The General Plan also proposes westward extension of the campus north of the freeway to the Gage Canal. Part of this expansion area will be occupied by the privately operated Bannockburn student village consisting of housing and shopping facilities.

Loma Linda University's present and projected academic facilities for 4,000 students in 1990 will occupy only part of its La Sierra site, but the University wishes to maintain its farm and to create additional industrial employment on its lands.

California Baptist College will add facilities to accommodate 3,500 students on its present site.

URBAN PARKS AND GOLF COURSES

A much more ambitious program of park acquisition and development than the City has had in recent years will be essential if Riverside is to escape the San Fernando Valley-Orange County pattern of mile after mile of almost solidly built-up area.

A 1,100 acre park in Arlington Heights, including Mockingbird Reservoir and extending north of Victoria Avenue, is proposed as Riverside's equivalent to Balboa Park in San Diego or Golden Gate Park in San Francisco. It would be a distinguishing feature for a city of Riverside's future size, just as Fairmount Park has been for a smaller city. The park would provide a break in a stretch of subdivisions potentially five miles long, and it would ensure the desirability of the newer portion of Riverside that otherwise may fail to match the quality of the older city. Attractions typically found in large urban parks, such as a zoo, golf course, tennis courts, children's storyland, music concourse, and riding stables should be included. During the many years that will pass before the park is fully developed, but long after the rest of Arlington Heights is covered with houses, a large portion of the park site now in citrus would remain as a beautiful and fragrant reminder of the agricultural past and a producer of income that would reduce the cost of the park to the City.

Using a standard of one 25 acre community park for each 20,000 residents where land is available and where larger parks do not serve the same function, 17 community parks are proposed in the City plan area. At present there are nine sites, including Bordwell and Reid Parks which should be enlarged.

Along with community and city-wide parks that also serve neighborhood functions, 47 neighborhood parks (8 existing), shown only on the City plan, would provide recreation opportunities for most children within three-eighths of a mile of home.

Most proposed park sites adopt schools to permit joint development and operation, but the Plan also takes advantage of opportunities to use lands now in public ownership or to be acquired for flood control retarding basins.

The planning area now has six golf courses and will need seven more by 1990 to maintain a standard of 18 holes per 45,000 population, compared with one full-size course per 35,000 residents today. In addition to a golf course in Arlington Heights park, the Plan locates one at the southwest city entrance on the Riverside Freeway (on land recently annexed by Corona), and near the Santa Ana River, one at Woodcrest Dam, two south of Woodcrest, and two in Glen Avon.

The proposed system of urban parks and golf courses would total 8.4 acres per 1,000 1990 residents compared with 6.2 acres at present.

REGIONAL PARKS

The major regional park proposed is the Santa Ana River Park, long planned to extend from Orange County to San Bernardino County and consisting primarily of natural river bottom. The counties or a regional park district would be suitable agencies to finance and operate such a park. Because Mt. Rubidoux and Fairmount Park attract regional use and will adjoin the river park, it would be logical to place them under the same administration. Privately owned Hole Lake west of Van Buren Boulevard adjoins the river park and is shown as part of it. Gavilan Hills regional park (2,150 acres in the planning area) is shown as proposed by the Riverside County Planning Department. Rugged Sycamore Canyon (970 acres south of U.C.R.) would make a fine natural park close to the urban center.

As a means of emphasizing community identity the Plan proposes gateway parks at important points of entrance. For many years Mt. Rubidoux formed a superb gateway contributing much to Riverside's identity, but now attention to freeway entrances is needed. Fifteen acre groves of trees on hill lands adjoining freeways are proposed at three locations - just west of the City limits in Corona, on Box Springs grade, and north of the San Bernardino County line, just outside the planning area. These sites should be developed as part of the State's roadside rest program.

PUBLIC BUILDINGS

The Plan proposes a new city hall on the block bounded by Seventh, Lemon, and Lime Streets and University Avenue. Although approval of a special site will not take place until the architect for the civic center makes his proposals, the City Council has pledged that the new city hall will be in the mile square area.

The City of Riverside General Plan designates locations for seven new fire stations, and eight new branch libraries to serve the 1990 pattern of development. Recommended timing of site acquisition and building construction is shown on the 10-Year Improvements Plan.

TRANSPORTATION

The City of Riverside will explore the necessity of providing an efficient transportation system along the corridor created by the traffic-generating nodules now existing, with the cooperation of the Rapid Transit District, and will cooperate with the Southern California Association of Governments to create a regional concept of public transportation for Southern California that will connect Riverside to the other centers of population.

TRAFFICWAYS

Freeways are the single most important determinant of form in California's new urban areas. Traffic volumes on sections of the Riverside Freeway will exceed the capacity of its six-lane ultimate width within five years. Two routes which are part of the State freeway system are intended to provide relief - Route 81 and Route 142 (the Santa Ana River Freeway).

Route 81 is not shown on the map for two reasons: first, the City Council was unable to reach a consensus as to the acceptability of specific alignments, and second, the State Division of Highways has decided to study alternate alignments for Interstate Highway 15. Previously, Interstate 15 was to follow the present Route 395. However, alternate routes under consideration would establish a new alignment and supplant Route 81, at least partially. The City Council has endorsed this concept of an alternate route for Interstate 15 and has advised the State Highway Commission that the alternate route should be through the Riverside area. Due to the preliminary nature of the alternate studies, the highway is indicated by arrows at the north and south sides of the City. If the new route is selected it should be designed as a depressed freeway along any portions which traverse sensitive urban areas.

Route 142 (the Santa Ana River Freeway), extending from Brea in Orange County to connections in the Riverside area, will be essential if paralysis

on the Riverside Freeway is to be avoided. The proposed route to the north bank of the river would overlook the regional park, but would leave the river bottom untouched.

Major Thoroughfares mainly follow a pattern already set by the original orchard subdivisions and supplemented by the Master Plan of 1960. Among the principal recommendations within the City plan area are:

- Development of Dufferin Avenue as a partial alternate route to relieve traffic on Victoria Avenue. Park Avenue and Victoria would become a one-way pair north of Myrtle Street.
- Extension of Rubidoux Avenue across the Santa Ana River.
- Completion of Central Avenue between Fairview Avenue and the Escondido Freeway.

Although major and secondary streets are shown where they exist through the U.C.R. campus, consideration will be given to perimeter replacements, particularly for Pennsylvania Avenue, when the Campus Master Plan is completed in 1970.

Special Boulevards will be of great importance in making Riverside stand out from the urban monotone. All streets should be lined with trees, but Victoria Avenue, Arlington-Chicago Avenue, La Sierra Avenue, Magnolia Avenue-Market Street, University Avenue, Seventh Street, Alessandro Boulevard, and Van Buren Boulevard should be landmarks. Public expenditures that enhance values on these streets should be accompanied by special design controls to ensure compatible private development. Early attention should be given to the portion of Arlington Avenue west of Madison Street, where the quality of future development is in doubt. A median with strong landscaping could influence the use of the frontage, much of which is being developed or rebuilt currently. University Avenue should have high priority for landscaping and other improvements to make it a fitting approach to a major campus of the University of California.

Victoria Avenue, long a symbol of Riverside, is the subject of a major staff study to analyze the feasibility of creating a 40-foot-wide buffer between the roadways and future service roads, as well as all other aspects of Victoria Avenue preservation and development. Retention of orange trees in the buffers and provision of bridle and bicycle paths are among the objectives.

Railroad lines are proposed to remain with three minor changes - addition of a spur from March Air Force Base to the new Metropolitan Water District treatment plant site, and removal of the spurs to Quarry Hill and downtown. Fifteen grade separations are proposed by the Plan, but many other projects have higher priorities.

AIRPORTS

Riverside Municipal Airport is proposed to be improved in accord with the City's 1965 Airport Development Plan, with the runway lengthened to 5,400 feet. Further expansion is not proposed because regional airport needs will be met by the Ontario Airport, and because larger planes requiring a longer runway would adversely affect surrounding residential areas. Flabob Airport in Rubidoux is indicated as a permanent facility, developed for business and sport flying, in accord with the Riverside County Aeronautical Master Plan.

10-YEAR IMPROVEMENTS PLAN

A typical general plan is difficult to use because it does not say when proposals should be carried out within the 25-year planning period. Thus it provides no guidance for determining when a particular zone change or public improvement that is consistent with the Plan is justified. A capital improvement program in harmony with the Plan can partially solve this problem, but it does not provide a basis for coordinated decisions on both capital expenditures and development controls related to anticipated short-range future growth patterns. Riverside has maintained a six-year capital improvement program since 1966 which includes all City capital expenditures. It overlaps but does not duplicate the 10-Year Improvements Plan.

The 10-Year Improvements Plan is based on projected locations and intensity of development during the next decade. A judgment was made as to whether each of the 58 statistical areas would have 25, 50, 75, or 100 per cent of the projected 1990 housing units within the 10-year period following adoption. Even if growth does not occur at the rate projected, it is likely to follow the projected pattern.

The 10-Year Improvements Plan makes recommendations for parks, special boulevards, city hall, fire stations, libraries, and trafficways projects. These facilities are shown on the map by symbols indicating timing of site acquisition and construction, and are listed in order of priority in tables in the detailed General Plan report. The Plan does not recommend timing for utilities and flood control projects or school construction, but programming for these facilities can benefit from the growth projections of the Plan.

The 10-Year Improvements Plan calls for a 68 per cent increase over the average per capita outlay during the years 1965-68 for the facilities included. Bonds will spread payments over a longer period, reducing the impact, and increased reliance will have to be placed on revenue sources other than the real property tax. Federal grants probably will be an increasingly important source. The notion of priority combines an assessment of the relative importance of projects (cost-benefit ratios) with a judgment of appropriate timing (most effective sequence). No simple set of rules can be applied. The job of the City Council is to match all municipal needs with available resources, and the decision on whether to buy a park cannot be separated from decisions on the need for a new fire truck or for increasing City employees' salaries. A choice between libraries and parks, for example, is largely a matter of taste. Street improvements are financed primarily with gas tax funds which cannot be diverted to other uses. Consequently the Plan lists priorities only within each category, not among categories.

Riverside is no exception to the norm in its recent failure to support the level of public improvement expenditures that the development of a fast growing, high quality City demands. The universality of the problem portends changes in municipal finance that will channel a larger share of the nation's wealth into urban improvement without creating the inequities that would result from major increases in property taxes. Even so, the goals of the General Plan will be achieved only if it is able to establish a firm commitment to creation of a high quality urban environment in the minds of the citizens of Riverside. The 10-Year Improvements Plan indicates what the short-range costs will be, assuming its priorities schedule is accepted.

RIVERSIDE CITY COUNCIL	
Ben H. Lewis, Mayor	
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